

# THE ILLUSTRATED LONDON NEWS

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SIXPENCE.

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THE REAL IRELAND, AS OPPOSED TO THE FALSE DOCTRINES OF THE SINN FEIN REBELS: CAPTAIN WILLIAM REDMOND, MR. JOHN REDMOND'S SOLDIER BROTHER, LEADING IRISH TROOPS.

The few misguided fanatics who engineered the Sinn Fein rebellion are in no sense representative of Irish feeling. The real Ireland is rather to be found among the gallant Irish troops at the front. In March last year Mr. William Hoey Kearney Redmond, M.P., brother of Mr. John Redmond, and here seen marching at the head of his men, was gazetted a Captain in an Irish regiment. In this connection we may recall what Mr. John Redmond said as to "the opinion of the overwhelming majority of the Irish people" regarding the Allied cause: "This was the opinion which

thousands of Irish soldiers have sealed with their blood by dying in the cause of the liberty of Ireland and of the world"; and, regarding the rebellion, "Is it not an additional horror that on the very day when we hear that men of the Dublin Fusiliers have been killed by Irishmen in the streets of Dublin, we receive the news of how the men of the 16th Division—our own Irish Brigade, and of the same Dublin Fusiliers—had dashed forward and by their unconquerable bravery retaken the trenches that the Germans had won at Hulluch?"

DRAWN BY S. BEGG FROM THE WAR OFFICE OFFICIAL FILM.



# THE WONDERFUL SPIRIT OF THE BRITISH ARMY: TROOPS ABOUT TO PROCEED TO THE FIRING LINE.

OFFICIAL PHOTOGRAPH SUPPLIED BY NEWSPAPER ILLUSTRATIONS.

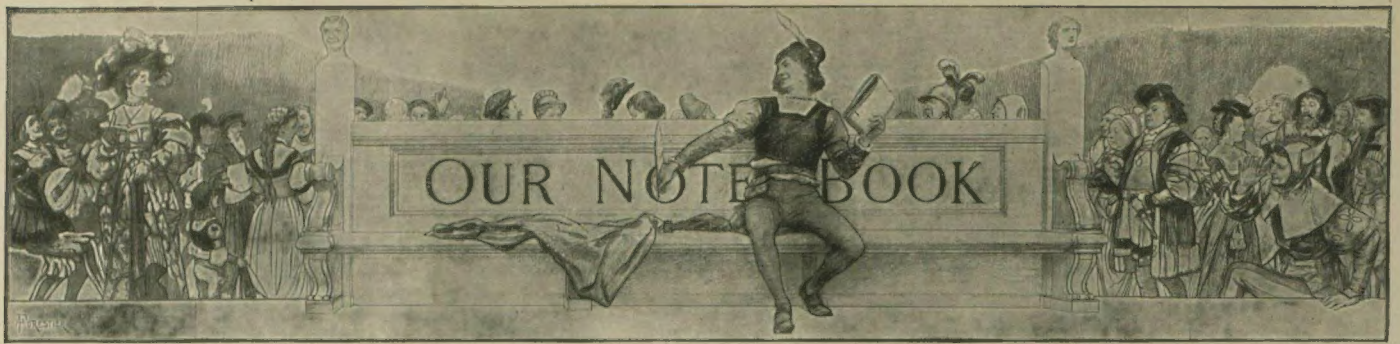


MEN OF A FAMOUS REGIMENT IN HIGH FETTER AT THE PROSPECT OF A FIGHT: THE LOYAL NORTH LANCASHIRES PARADING FOR THE TRENCHES.

It would not, perhaps, be a bad thing if the photograph of which the above illustration is a reproduction could be circulated in Germany. Nothing could more happily bear witness to the spirit that animates our men at the front. It is the same with all our regiments wherever they are and wherever they hail from—English, Scottish, Welsh, Irish—these last perhaps the gayest and most lighthearted of all—Anzacs, Canadians, Indians, Africans, and others from Overseas. The Loyal North Lancashires are an old corps famed for battlefield valour in many campaigns.

One of their battalions fought with Wolfe at Quebec and with Wellington at Vittoria. Another was with Sir John Moore at Corunna. The "L.N.L.'s" of to-day are facing the enemy now on certain of our fronts in the same spirit of cheerful confidence that led their forefathers to victory. The battalion shown here is just starting for the fire-trenches, equipped with steel helmets (on one or two of which may be noted bullet-dents from a previous turn of trench-duty), and each man with his gas-mask handy for putting on at a moment's notice.

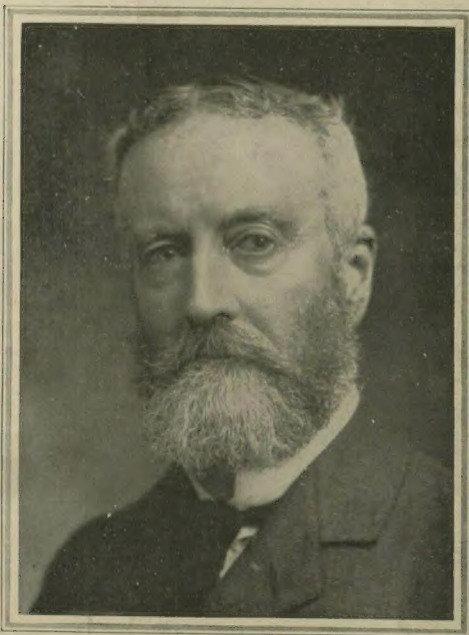




By G. K. CHESTERTON.

THE process for which we must all hope after the war may be described as the education of the Germans. It will necessarily, no doubt, be a matter of time. Of all such educational processes, the hardest and apparently the most hopeless is the education of the educated. They resist education more than anybody else; and they need it more than anybody else.

There is one way, I think, in which we might begin the re-education of Germany without delay, and at a very practical point. The question of the relation of Prussia to Germany is the question of whether it is a clutch or a cling. That is, if we prevent Prussia from clutching Germany, shall we find that Germany is still clinging to Prussia? If we find this, what are the moral methods needed to release the hold? I suggest that there is at least one. It seems clear that Prussia is tolerated by most Germans for the one talent she is supposed to possess—the talent of military leadership. It is unfortunate that this is one so close to the central virtues of virility that it is always expanded into a general moral claim, as it has been in the Prussian case. But let us take it in its narrowest sense and track it back to its most rudimentary form. The case for the Prussian, then, from a German point of view, is that he is the steel head of a wooden spear. If he is metallic, he is nevertheless useful, as metal is useful for armour. Call him merely a drill-sergeant, call him merely a sentry, he is still the best in the world. For his drilled armies are indestructible; and while his watch is on the Rhine the Rhine is inviolable. In a word, Germany must keep friends with the Prussian—not at all because he is a pleasant friend, but because he is a very unpleasant enemy.



A GREAT POLITICAL PERSONAGE PASSED AWAY: EARL ST. ALDWYN.

To the older members of the public, Lord St. Aldwyn will be more instinctively visualised as Sir Michael Hicks-Beach. The late Peer, who died on April 30, was born in 1837, and had been a great Parliamentary figure for many years. Recently, the aged Peer had had to bear the great burden of a double loss. Less than two months ago his son's wife, Viscountess Quenington, died in Cairo; and on Sunday, April 23, his only son, Viscount Quenington, was killed in action. Lord Quenington left a daughter and a son, the Hon. Michael John Hicks-Beach, born in 1912, who for one week was Viscount Quenington, and is now second Earl St. Aldwyn.—[Photograph by Elliott and Fry.]

Now, I believe that this also is a delusion, and that this also can be destroyed. The destruction of it should be the first act of letting light into the Germanies. I think it can be solidly disputed, and even denied, that the Prussians have shown themselves the best soldiers, or even the best German

soldiers. I think that if the Southern and Catholic Germans had led in war they would have been better in war, as they are better in every other human art. It is well first to clear away even the crudest chance of misconception. There is one thing no sane man will dream of denying either to the Germans as a whole or to the Prussians in particular. They have shown, as the Allies have shown, the amazing and almost miraculous courage of common men. But so far from this primary military quality necessarily inferring other military qualities, it has rather had its opportunity from their absence. The German private soldiers have not only faced perils, but have faced many perils that they need not and ought not to have been asked to face. Often they could hardly have fought so well if they had not been led so badly. The tenacity of the soldiers in their obedience is a good military quality; but the mere tenacity of the Generals in their own opinion is a very bad military quality; and is bringing them at this moment worse and worse military results. And I certainly think that the brave Bavarians or Rhinelanders have already a grievance against their military masters who have failed even in militarism—who justify everything on the single argument of success, and then are unsuccessful.

The mismanagement of the German campaign can be tested by two quite fair and quite fundamental tests. The Prussians have been weak even where they were strong; and they have been wrong even where they were right. Or, in other words, even where they have had the advantage they have not got the advantage of the advantage. This is much more cogent evidence that could be furnished by any mere handicap at the beginning, either by a big deficit of resources or even a big error of design. We may take first the material sense, in which they were weak where they were strong. The Prussian, as always, tries to have it both ways, and will tell you almost in the same breath that he fought the whole world and that he had the greatest army in the whole world. But any soldier will tell you that the test is the collection of superior numbers in the exact time and place; and the Prussian could not use them even when he had collected them. Before Paris he may almost be said to have been defeated after he had won. At least a large number of people, including many of his enemies, were under the impression that he had won. It looked like mate in two moves—only they were the wrong moves. To outflank with inferior forces, as Lee did at Chancellorsville, is generally regarded as a strategist's most conspicuous success; to be outflanked while having superior forces, as Von Kluck was at the Marne, cannot but be regarded as an equally conspicuous failure. The same applies, of course, to the enormous superiority in munitionment which forced the Russians to fall back from Warsaw and from Vilna. The Panic Press told us that Prussia had triumphed because the Russians retreated; but all competent critics knew she had failed, merely because they could retreat.

But a yet more singular and essential fact is the other which I mentioned: that the Prussian was wrong even where he was right. He was right, for instance, in supposing that his heaviest guns could overcome the ring fortresses of the French type. But though he was convinced and has been re-convinced of this, he cannot apparently imagine that anybody else can become convinced of it. He cannot conceive that his enemies have realised this, and have acted on it. He cannot conceive that the onlookers have realised this, and have discounted it. The result is that at this moment even the German discovery is a French advantage. The Prussian commanders show their superiority and foresight by bringing up the apparatus precisely fitted to take the French fortresses that are not there. They still announce to everybody, in their strong, silent way, that they are storming Verdun. And they might just as well talk about storming Stonehenge

I give these merely as two instances of a case which could be more elaborately and conclusively set forth by someone better qualified; and a case which should be set forth for the important purpose before mentioned—the disenchantment of Germany from the Prussian spell. But one emphatic fact must be added the importance of which is so vivid as almost to be called frightful. All this education can be achieved, all these Germanies can be emancipated, on one condition—that we do not make a premature peace. If we listen to peace proposals before these Prussian blunders have borne their fruit in a final defeat, then



DEFENDER OF KUT-EL-AMARA: GENERAL TOWNSHEND, D.S.O.

General Townshend held Kut against overwhelming odds on the side of the enemy, and insuperable difficulties from natural causes, for 143 days. The fact of his capitulation in the face of a lack of food for his army of Indian and British troops does not invalidate the tribute paid to him last year by Mr. Asquith: "I do not think that in the whole course of the war there has been a series of operations more carefully contrived, more brilliantly conducted." It has been shrewdly said that it was the Tigris, not the Turks, that caused the fall.—[Photograph by Elliott and Fry.]

it is all up. That it will be all up with us I take to be self-evident; but it will also be all up with the Germans. The spell of Prussian superiority will not merely be unbroken: it will obviously be very much stronger because people have tried in vain to break it. Making any sort of arrangement now would simply be helping to hide the Prussian blunders from the German people. The Hohenzollerns will be able to add to their sacred family-tree another legend, much more illustrious and impressive than if we had never fought with them at all. Their claim to victory will, of course, be false; but it will not be falsified. It will not be contradicted by a colossal fact obvious to the common people. It can only be so contradicted by our going on to a great victory, which shall be as enormous and as obvious as the great war. It must be made as impossible for any German anywhere to deny that he was defeated as to deny that he ever fought. The Prussian has already, as I have said, deserved this defeat even in a military sense, besides a thousand times deserving it in a moral one. If events are merely left to themselves, events themselves will prove to the Germans that the Kaiser's sceptre is not a magic wand, and that it is by no means a success even as a marshal's bâton. Germany must inevitably learn of his blunder in 1914 unless we ourselves choose to commit an utterly wanton and abandoned blunder in 1916. If the Prussian is merely given rope he will hang himself; and no one but we can cut the rope. If we do it, we shall have all the interesting though brief experiences which follow on being left alone with a murderer.

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## THE FUTILE SINN FEIN REVOLT: WHAT DUBLIN OWES TO REBELS.

PHOTOGRAPHS BY L.N.A.



DEVASTATION IN DUBLIN AS A RESULT OF THE SINN FEIN REBELLION: RUINED BUILDINGS IN SACKVILLE STREET, SEEN FROM THE O'CONNELL BRIDGE.



AFTER BEING BOMBARDED FROM THE LIFFEY: A CLOSER VIEW OF THE SAME WRECKED BUILDINGS IN SACKVILLE STREET—SHOWING THE NELSON COLUMN.

Dublin has little cause to be grateful to the fanatical Sinn Feiners for their attempt to set up an Irish Republic. Many of her finest buildings have been laid in ruins, and a number of her citizens, including women and children, killed by the bullets of the rebels. The rebellion began on Easter Monday, April 24. On May 1 its suppression, after much bloodshed and havoc, was indicated by Lord French as Commander-in-Chief of the Home Forces in the following communiqué: "The General Officer Commanding-in-Chief, Irish Command, reports that all Dublin commandoes have surrendered." In

previous official announcements it had been mentioned (on April 30) that "The Post Office has been destroyed by fire," and that "more incendiary fires took place in Sackville Street last night, but the fire brigade have now been able to resume work." Some of the buildings held by the rebels, including Liberty Hall, the headquarters of the Sinn Feiners and formerly of Jim Larkin during the strikes of 1913, were shelled from a boat in the river Liffey, which is spanned by the O'Connell Bridge at one end of Sackville Street.



## WHERE ROUMANIAN TROOPS WATCH AUSTRO-HUNGARIANS

DRAWN BY H. C. SEFTON-WEIGHT, CGR.



## INSPECTING AN UNEXPLODED SHELL THAT HAD DROPPED IN ROUMANIAN TERRITORY:

For a long time past the possibility of Roumanian joining in the war has been discussed, and it has been suggested that an Allied victory, either by the Russians in the Bukovina or by the British and French in the Balkans, might prove a deciding influence. Roumania, it must be remembered, has a long frontier facing territory held by the Germanic Powers—that marked by the Carpathians in the north and west, facing Hungary and Transylvania, and that to the south marked chiefly by the Danube, fronting Serbia and Bulgaria. It has been pointed out that the Austrians hold the passes of the Carpathians, and that Roumania could not safely move in that direction unless the pressure were relieved by a Russian success. Meanwhile the Austrians are reported to be building strong defenses in the Bukovina and on the Roumanian frontier, which the inhabitants of neighbouring villages are forbidden to cross

## IN ACTION ACROSS THE FRONTIER: THE MAMENITA GATE.

SPECIAL ARTIST IN THE EASTERN THEATRE.



## ROUMANIAN OFFICERS AND MEN ON THEIR NORTHERN FRONTIER ADJOINING THE BUKOVINA.

under pain of death. Our artist's drawing shows the Gate of Mamenita (or Mamornita) through which a road passes across the frontier to Czernowitz, the capital of Bukovina. Of the situation a few weeks ago (in March) Mr. A. Beaumont wrote: "The Roumanian frontier has been closed for some days, and the reports from Hungary, which state that the Austro-Hungarian troops have been withdrawn all along the Roumanian front, are intended to give exactly the opposite impression, namely, that the frontier was closed in order to prevent the Roumanians from knowing of the alleged concentration of troops on their border. Austria, on the contrary, has sent all her available forces against the Russian front in Bukovina and the Italian front on the Isonzo. She is unable to keep any force whatever on the Roumanian frontier."—(Drawing Copyrighted in the United States and Canada)



# WHERE GENERAL SMUTS MAKES PROGRESS: IN EAST AFRICA.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD.



FOUND DURING THE BRITISH ADVANCE IN EAST AFRICA:  
AN ENEMY DUMMY GUN.



INDIAN TROOPS FIGHTING FOR THE EMPIRE ON AFRICAN SOIL:  
A MOUNTAIN BATTERY IN ACTION IN EAST AFRICA.



AFRICAN NATIVES SERVING THE EMPIRE: AN ENCAMPMENT OF THE KING'S AFRICAN RIFLES IN EAST AFRICA.



THE ARMoured CAR IN EAST AFRICA: A MOTOR-PATROL IN THE BUSH  
WITH AN OFFICER-OBSERVER.



INDIA'S HELP IN AFRICA: INDIAN SAPPERS CONSTRUCTING A BRIDGE OVER  
AN EAST AFRICAN RIVER.

Since General Smuts took command in East Africa, much progress has been made in the invasion of the German colony. On April 22 the War Office stated: "The mounted troops under Major-General Van Deventer, after their success at Lol Kissale on April 4-5, continued their advance, occupying Umbugwe (Köthersheim) on April 12, and Salanga on April 14. At each of these places small hostile garrisons were captured or driven

off with losses. The enemy was encountered in some force near Kondoa Irangi on April 17, and it became evident that a hostile concentration was being effected in that direction. Fighting was being continued up to the time of telegraphing. . . . The heavy rains have commenced. Excellent progress has been made with the construction of the railway from Voi, which has now been carried forward to 'New Moshi.'



## WHERE BOER TACTICS SUCCEED: EAST AFRICA—A BLOCKHOUSE.

PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD.



EVACUATED BY THE GERMANS AS THE BRITISH FORCES ADVANCED: A STRONGLY PROTECTED BLOCKHOUSE IN EAST AFRICA.

Since the official report of the East African campaign quoted on the opposite page, some later details have been given in a Reuter message, dated April 24. "The British success at Irangi," it stated, "was due to the employment of typical Boer tactics. The centre was firmly held, while the flanks were slowly and cautiously enveloped with the aid of steadily aimed rifle and field-gun fire. Not a burgher was exposed as the net

was drawn closer and closer, until after two days' fighting the enemy burnt the last of his stores and bolted precipitately before the enveloping movement could be finally accomplished. The burghers are pursuing the fleeing enemy as fast as the condition of the horses will permit. Remounts are being rushed forward; the military telegraphists, aeroplanes, and the supply troops are endeavouring to catch up."



THE ROYAL ACADEMY, 1916: PORTRAITS OF WELL-KNOWN PEOPLE.



THE RIGHT HON. THE EARL OF DERBY, K.G.—JOHN LAVERY, A.R.A.



MISS ELIZABETH ASQUITH.—JOHN LAVERY, A.R.A.



THE VISCOUNTESS COLE.—W. LLEWELLYN, A.R.A.



CHAS. J. STEWART, ESQ., THE PUBLIC TRUSTEE.—W. LLEWELLYN, A.R.A.  
(Presentation Portrait.)



## THE ROYAL ACADEMY, 1916: WAR AND PEACE.



THE RETURN FROM THE FRONT: VICTORIA RAILWAY STATION.—RICHARD JACK, A.R.A.



A MARKET DAY IN NORTH-EASTERN FRANCE BEFORE THE WAR.—FRANK CRAIG.

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## IN A TOWN WHICH SHELTERED THOMAS À BECKET: BRITISH WOUNDED AT SAINT-OMER.

DRAWN ON THE SPOT BY J. SIMONT.



THE BRITISH HOSPITAL IN THE OLD ST. JOSEPH COLLEGE AT SAINT-OMER: IN THE CHAPEL.

Saint-Omer, once more prominent, thanks to the Great War, has known fighting on a number of occasions, particularly as a part of Flanders, when it was besieged frequently, burnt, and looted. It withstood attack by the English in 1337 and 1339, and eight attacks by the French. Louis XIV. took it in 1677, and since that time it has belonged to France. It was founded in the seventh century by Saint Audomar, or Omer, Bishop of Therouanne. Amongst its "rights" are the ruins of Saint-Bertin, all that

is left of the Abbey founded by the saint, a monk of Luxeuil, in 640. It was in that abbey that Childeric III. died, and in it Thomas à Becket found shelter while on his way to Poitiers, in 1164. Modern St. Omer is normally a busy centre of industrial and commercial life with over twenty thousand inhabitants, and was, until recently, a fortress, situated in a marshy district on the Aa, which joins the Canal de Neuf-Fossé near the station.—[Drawing Copyrighted in the United States and Canada.]



# THE ROYAL ACADEMY, 1916: WAR IN ALLEGORY AND ACTUALITY.



THE WORK OF THE HUN.—BERNARD F. GRIBBLE.



THE MESSAGE.—WILLIAM H. Y. TITCOMB.

... Would to God he could have known of his boy's birth. . . .—Extract from letter.)



STOKERS.—SIR W. GOSCOMBE JOHN, R.A.

Model of Group from Engine-Room Heroes' Memorial, Liverpool. (In Granite.)



BOUGHT BY THE CHANTREY BEQUEST: ROYAL ACADEMY WORKS.



THE LADY WITH THE AMETHYST (MISS HILDA MOORE).—CHAS. SHANNON, A.R.A.



THE KISS. —H. THORNYCROFT, R.A.  
Marble Group.



THE POULTERER'S SHOP.—FRANK BRANGWYN, A.R.A.



## SCIENCE AND NATURAL HISTORY.



REPUTED AUTHOR OF FIVE HUNDRED WORKS, GENERAL THE AKAHAN ALCHIMIST



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF DIOCLETIAN



AUTHOR OF AN ENCYCLOPÆDIA OF MEDICINE: RENAZZO, THE ARABIAN PHYSICIAN

## SCIENCE JOTTINGS.

## THE DAYLIGHT BILL AND MUNITION-WORKERS

BY the demand for the passing of a "Daylight Saving" Bill, the Government is being asked to make a very interesting experiment, which will be watched with keen interest by the medical profession, and those who are concerned with the phenomena of animal life in regard to light-stimuli, albeit the "animals" are our own flesh and blood. We are assured that passing of this Act, compelling us to tamper with our clocks, and bidding us persuade ourselves that "Noon" is a term of no meaning, will effect an enormous economy, among other things, in artificial light and the consumption of coal. But chiefly, we are assured, the passage of this Bill through Parliament is to be desired because it will prove of such incalculable value to our tired workers, the toilers in busy factories and munition-works.

Yet all other considerations apart, and this aim only kept in view, it is at least open to question whether such legislation would not defeat the very end it is desired to achieve. Hypersensitiveness and neurasthenia are at least as likely to follow as the benefits predicted, especially if we should have a long, hot summer. The well meaning enthusiasts who are behind this movement are really embarking on an experiment, and not, as they are convinced, on an enterprise which must of necessity prove a blessing to us all.

It is at least worth considering whether, if this Bill be passed, those whom it was most intended to benefit will not, as a matter of fact, gain least, if, indeed, they do not positively suffer. The vast army now engaged in the output of munitions of war are leading abnormally strenuous lives, and the drain on their energies must increase as the summer advances. It is proposed to make them rise to their labours at 4.40 a.m. under the pretence that it is 6 a.m. At 10.40 they will cease work for the dinner hour under the pretence that it is noon, to resume work when the heat of the day is attaining its maximum—at the time when, as things are, they are resting. Leaving work an hour and twenty minutes earlier, they are supposed to spend the remaining hours of daylight in some form of open-air recreation, which is to be the equivalent of rest. The tiring effect of the glare of sunlight on men and women already exhausted by work at high pressure, and under intense strain, has been entirely overlooked. But the extra hour in bed which it is now proposed to abolish, is for such workers more precious than the extra hours of daylight which they are to have as a reward at the end of the day. The beneficent action of sunlight and

fresh air are beyond dispute, but circumstances alter cases, and we must proceed cautiously, lest we kill by kindness. The fatigue of the farm-labourer is one of healthy physical exhaustion; he has been breathing pure air all day long. It is

far otherwise with the workers in factories who, in addition to what we may call "muscle-tiredness," are further depleted of energy by the adverse conditions of their work, for they have been breathing vitiated air and often inhaling poisonous fumes. Excessive heat and noise have also contributed not a little to the need for rest and quiet rather than for further exertions.



A BRITISH ROYAL NAVAL DIVISION ARMOURD-CAR FORCE "SOMEWHERE" IN RUSSIA: ON DUTY WITH MACHINE-GUN AND RIFLE.

That man is a daylight-loving animal goes without saying. He is, in the terminology of the scientific text-books "positively heliophilic," therein differing from a host of other animals, mostly very lowly in the scale of life, which are negatively heliophilic, dreading the light, or, rather, recoiling instinctively from its glare. Experiment has shown that this "preference" for light, or darkness, as the case may be, has nothing to do with choice through the sense of sight; for animals normally sightless will discover light or darkness with unerring certainty when made the subject of experiment.

The American physiologist Loeb has placed on record a number of experiments on animals which have never possessed the sense of sight, yet which display an extremely delicate sense-perception of light. He used the larvæ of the blow-fly, which are negatively heliophilic, and are eyeless. When dragged from their dark and noisome beds and placed in a strong light, they immediately turned their tails towards the source of the light; and thus at once placed themselves in the right position for escape. Thus, by means of these completely blind animals, he proved that "heliophilism," or "light-hunger," was a characteristic, inherent response of their protoplasm; that is to say, of their bodily substance, for eyes are developed only in the adult fly. When the shadow of a pen-holder was made to fall across them, they immediately discovered the fact and crept into the shadow gratefully.

The fluttering of the night-flying moths round a candle seems to afford an instance of a negatively heliophilic animal displaying a preference for light. But this is not so. The moths, though commonly nocturnal, are yet heliophilic, but respond normally only to diffuse light. During broad daylight, like bats, they sleep.

All this goes to show that the amount of light which we, in common with other animals, are able to bear is a "constitutional" factor. It is possible to have too much of a good thing. Too much light will as certainly tax our energies and staying power, by depriving us of the requisite amount of nerve-rest, as too little light will destroy us, from the lack of the necessary stimulus consonant with healthy activity.

W. P. PYCRAFT



SHELLS FOR THE FRENCH GUNS AT VERDUN: MEN OF THE MOTOR-LORRY TRANSPORT SERVICE AT WORK

France's system of motor transport has been one of the most wonderful features of her defence of Verdun, enabling her to keep her artillery perfectly supplied with shells.—[Photograph by C.N.]



# THE GERMAN NAVAL ATTACK ON LOWESTOFT: WHERE SHELLS HIT.

PHOTOGRAPHS BY FARRINGTON PHOTO. CO. AND C.N.



A KIND OF TARGET THE GERMANS ARE USED TO FIRING AT! A WRECKED CONVALESCENT HOME.



HOUSES THAT WERE BADLY DAMAGED: TWO WOMEN AND A SPECIAL CONSTABLE WERE INJURED HERE.



WHERE THE WOMEN INMATES ESCAPED UNHARMED: ANOTHER VIEW OF THE DAMAGED CONVALESCENT HOME.



IN THE LINE OF THE ENEMY'S FIRE: A SHOP THAT CAME IN FOR CONSIDERABLE DAMAGE.



FACING THE SEA AND THE ENEMY'S ATTACK: A LARGE HOUSE ON THE FRONT, BADLY WRECKED.



THE MATRON'S ROOM IN A CONVALESCENT HOME: THE MATRON WAS ASLEEP HERE AT THE TIME.



THE INTERIOR OF THE WOMEN'S CONVALESCENT HOME: INMATES SLEEPING IN THIS ROOM WERE UNINJURED.

The "cut-and-run" German naval raid on Lowestoft, in which four battle-cruisers, with attendant light cruisers and destroyers, took part, opened at ten minutes past four on the morning of April 25 with a general bombardment which lasted about half an hour. After that, the enemy hurriedly drew off. Meanwhile, a local coast patrol force of light cruisers and destroyers engaged the Germans and followed in chase of them as they ran back eastward. According to an Admiralty statement: "Despite the heavy guns employed by the enemy, the damage was relatively slight. A convalescent home, a swimming-bath, the pier, and 40 dwelling-houses were extensively damaged; some 200

dwelling-houses were slightly damaged. Two men, one woman, and one child were killed, three persons were seriously wounded and nine slightly wounded." Most of the damage done was to houses on or adjoining the sea front. The roofs and fronts of some of these were partially smashed in and the interiors exposed, amid wreckage of beams, timbers, and plaster. In others a gable was knocked away and copings dislodged. Big holes were made through the walls in cases where shells passed through one or more of the houses in a row. A number of the enemy's shells, however, were aimed wildly: some went right over the town and fell into Oulton Broad, two miles away.



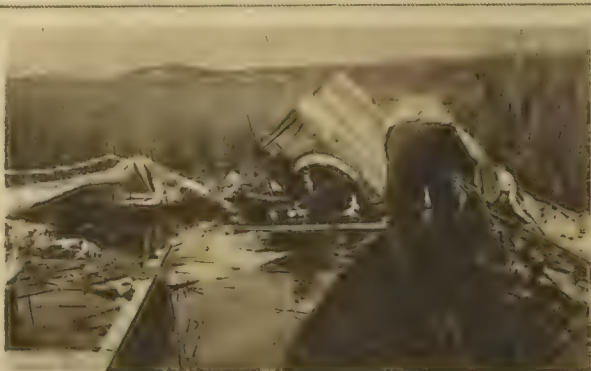
# THE FATE OF A GERMAN RAIDER: AIR-WAR ON THE BALKAN FRONT.



SEEN BY A FRENCH PATROL AND TRACKED TO WHERE IT FELL IN THE SHALLOWS OF LAKE MATOVO: A SOLDIER IN A LOCAL FISHERMAN'S BOAT FINDS THE FALLEN ALBATROSS AMONG THE REEDS.



THE FIRST RAPID EXAMINATION OF THE WRECKAGE AS IT LAY PARTIALLY SUBMERGED: SOLDIERS SEARCHING TO SEE IF THE GERMAN AIRMEN WERE STILL ALIVE AND WHERE THEY WERE.



AT HIS POST WHEN DEATH OVERTOOK HIM: ON RAISING THE WRECKED FUSELAGE, THE HEAD AND SHOULDERS OF THE PILOT WERE SEEN EMERGING, THE MAN WITH HIS HANDS STILL ON HIS LEVER.



BRINGING THE REMAINS OF THE GERMAN PILOT ASHORE TO THE EDGE OF THE LAKE: ONE OF THE FRENCH SOLDIERS POLING THE BODY ACROSS IN A FISHERMAN'S BOAT.



THE SALVAGE OF THE BROKEN-UP ALBATROSS: WRECKAGE COLLECTED FOR REMOVAL ON THE OUTSKIRTS OF A MACEDONIAN FISHING VILLAGE NEAR THE LAKE.



A CHIVALROUS FRENCH TRIBUTE TO A DEAD ENEMY: THE CAREFULLY LAID-OUT GRAVE OF THE GERMAN PILOT IN A FIELD WHERE A GREEK SHEPHERD TENDS HIS FLOCK.

The German aviators who are on service with the enemy troops in the Balkans have on several occasions been favoured by luck in their raids on Salonika. But not always. Now and again they have paid the penalty of their daring. Some of their machines, the official despatches state, have been chased and intercepted in mid-air and forced to action, the duels resulting in two or three cases in the raiders being brought down within the Allied lines. In other cases the enemy's airmen on the Balkan front, while running the gauntlet of a cross-fire from the anti-aircraft guns of war-ships in harbour at Salonika and those in position at points in the vicinity of the town, have been

winged by the shells of the Allies' artillery. In those cases they have either been crippled and brought down on the spot or in the immediate neighbourhood; or else, after trying to escape back across the frontier, have had to descend before reaching safety in out-of-the-way places. The airmen seldom got away. Patrols of cavalry sent out to follow and track them down almost always discovered their places of descent eventually. The fate of one of these enemy aeroplanes, a German "Albatross" brought down on March 25, on the Greek Macedonian border, and of the pilot in charge of it, is shown in the above set of photographs, with incidents attending its discovery.



## A PISTOL-CAMERA FOR GERMAN AIRMEN: FOUND IN AN AVIATIK.



THE GERMAN PISTOL-CAMERA FOR AIRMEN IN USE DURING A FLIGHT: AN OBSERVER TAKING PHOTOGRAPHS BY PRESSING THE TRIGGER.



THE PISTOL-CAMERA FOR GERMAN AIRMEN—THE RIGHT SIDE.



THE PISTOL-CAMERA FOR GERMAN AIRMEN—THE LEFT SIDE.

The daring young French airman, Jean Navarre, who brought down his fourteenth German aeroplane early in April, has made an interesting "find" on board one of his trophies. In an Aviatik which he forced to descend within the French lines, in the Soissons neighbourhood, a novel type of aeroplane photographic camera was discovered intact and in working order. It has the shape of an enormous pistol, and has a pistol-grip and regular trigger. The mechanism is worked with the trigger in the simplest way, the

photographer having only to aim at his object. The dimensions and weight of the instrument are stated to be these: Length of the camera-box, 60 centimetres, or just under 2 feet; weight, 5½ kilogrammes, or a little over 13 lb. Experiments that have since been made in French aeroplanes to ascertain the photographic capabilities of the apparatus have produced excellent results, clear and distinct photographs of military value being taken at altitudes of upwards of 6000 feet.



## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY BARRAGO, RUSSELL, VANDYK, TOPICAL, WESTON, ELLIS AND WALSBY, GWYN GIBBS, ELLIOTT AND FRY, LAPAYETTE, AND GOUVER.



**CAPT. EVELYN S. MARSHALL,**  
Royal Warwickshire Regiment. Son of  
Canon E. T. Marshall, Sutton Vicarage,  
Cambridgeshire. Died of wounds.



**CAPT. ROY MOLYNEUX QUILTER,**  
Bedfordshire Regiment. Son of late  
Mr. John S. Quilter, F.R.I.B.A., and  
Mrs. Quilter, of Streatham.



**LIEUT. R. H. DAY,**  
Royal Warwickshire Regt. Received  
commission June 1915, and was re-  
cently promoted. Killed in action.



**CAPT. ALAN J. BOWLES,**  
Royal Berkshire Regt. Only son  
of Captain F. A. R. Bowles,  
R.N., and of Mrs. Bowles.



**CAPT. A. W. GALE, D.S.O.,**  
2nd Life Guards. Son of late Mr.  
A. C. Gale, of St. Cross, Winchester.  
Was awarded the D.S.O. in March.



**CAPT. GEOFFREY  
WOODHAMS,**  
Royal Sussex Regt. Son of  
Mr. Alfred Woodhams, Little-  
hampton. Killed while rescu-  
ing a wounded soldier.



**MAJOR NEVILLE S. MANN,**  
1. North Lancashire Regt.  
Had been A.D.C. to the  
Governor and Commander-in-  
Chief of the Leeward Islands.



**CAPT. T. C. M. AUSTIN,**  
S. Wales Borderers. Son of  
Rev. and Mrs. G. E. Austin,  
Upper Norwood. Was men-  
tioned in Sir Ian Hamilton's  
despatch.



**CAPT. D. W. G.  
JACKSON,**  
R. Welsh Fusiliers.  
Eldest son of Rev. and  
Mrs. G. H. Jackson,  
Hasfield Rectory, Glou.



**LIEUT. VISCOUNT QUENINGTON,**  
Gloucestershire Hussars Yeomanry. Eldest son of  
Earl St. Aldwyn. Viscountess Quenington died in  
March.



**CAPT. ERIC C.  
SCHOOLING,**  
R. Warwick. Regt.  
Son of Mr. Schooling,  
Bromley. Missing;  
now believed killed.



**CAPT. R. NIGEL O. BARTLETT,**  
E. Lancashire Regiment. Son of Rev.  
C. Oldfield Bartlett and Mrs. Bartlett,  
Minsterworth Vicarage, Gloucester.



**2ND LIEUT. M. E. KING,**  
Middlesex Regt. Son of late Mr.  
H. W. King, M.D., of Chester,  
and Mrs. King, Northwood.



**LIEUT. O. A. MANN,**  
Royal Lancaster Regt. Officially  
reported by the War Office killed  
in action.



**2ND LT. W. H. DUCKWORTH,**  
Lancashire Fusiliers. Eldest son  
of Mr. and Mrs. W. H. Duck-  
worth, of Upper Gloucester Place.



**LIEUT. CYRIL CHARLES HENRY,**  
Worcestershire Regiment. Reported  
missing; now to have been killed.  
Son of Sir Charles S. Henry, M.P.

**2ND LIEUT. RONALD B. LOVE,**  
Lancashire Regt. Youngest son of  
Mr. W. J. Love, of Westbury, Wilts.  
Aged 23.





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## THE PLAYHOUSES.

## "HALF-PAST EIGHT," AT THE COMEDY.

THE revue has become so sure of itself and its popularity that it can afford in the latest instance, and surely one of the brightest of its kind—aptly because so non-committedly termed "Half-Past Eight"—to poke fun at its own characteristics. Thus we are shown the stage-door of the Comedy, where disaster is threatened by the absence of a beauty chorus, but is averably averted in time by the arrival of the father of sixteen lovely daughters. It is also hinted during the course of the dialogue that but very little chiffon is needed to dress such a show, and one of the characters, in a Turkish-bath scene, plays *ensor morum*, and the bath-attendants exchange garments with their too lightly clad customers till they themselves come within risk of the ban. But there is broader humour than this in Mr. Cochran's new revue, as may be judged from the fact that Mr. Will Evans is the chief comedian. Watch him burlesquing "He Didn't Believe Me," or pirouetting in imitation of a ballerina, or acting as conductor of a tube train—full of satire, this tube episode—and you will vote him as droll as ever he was in Drury Lane pantomime. And there is song as well as fun in this entertainment. Mr. Paul Rubens has supplied the most rippling and taking melodies. More ambitious music for Miss Yvonne Granville (the "France" of a pageant of the Allies), who, in a hymn of thanks to our men on leave, has one of the most effective of all the turns. Lighter music for Miss Estelle Winwood, with a ditty about a telephone girl; and for Miss Peggy Primrose in the sprightly "It's Rather a Lark." But perhaps the whole company gets the pick of the tunes in a flag-song which will soon

be whistled all over the town. There seems a rather daring skit at the expense of Ministers at one point about which it is, perhaps, best not to particularise, lest certain Orders in Council should be thought applicable to what is far too enjoyable and innocent a piece of merry-making to deserve any such visitation.



A FAMOUS PICTURE WHICH IS TO BE SOLD AT CHRISTIE'S ON MAY 11: LANDSEER'S "THE MONARCH OF THE GLEN."

The pictures of the late Mr. Thomas J. Barratt, author of "The Annals of Hampstead" and famous in the commercial life of this country, are to come up for sale at Christie's on the 11th. Unquestionably, the collection will arouse much interest.

## LANDSEER'S "THE MONARCH OF THE GLEN."

THE late Mr. Thomas J. Barratt, author of "Annals of Hampstead," and one of the foremost figures of the commercial life of London for many years, was almost as well known as an enthusiastic collector of paintings as he was as one of the princes of modern commerce, and the sale of his pictures—which takes place at Christie's historic sale-rooms in King Street, St. James's, on the 11th inst.—will undoubtedly create much interest and competition amongst collectors and connoisseurs. Among the most notable pictures in Mr. Barratt's collection is the striking and beautiful work, "The Monarch of the Glen," the *chef-d'œuvre* of Sir Edwin Landseer, whose paintings were held in such high favour by Queen Victoria, this particular work being painted in 1851, the year after the artist had received the honour of knighthood.

For obvious reasons it was more than usually desirable that the Royal Academy of this second year of war should be represented in permanent form by an illustrated catalogue of more than ordinary distinction. The interest of art-lovers may be counted upon even in this time of epoch-making events and universal anxiety, and the general public also will be glad to secure so admirably collated a souvenir of the great annual exhibition at Burlington House as that provided in "The Royal Academy Illustrated, 1916," published by authority of the Royal Academy, beautifully printed in photogravure, and containing a host of excellent reproductions of paintings by the leading artists of the day. The influence of the war is felt in the pages, but not to an overwhelming extent, and the conclusion arrived at after careful scrutiny of the book is that the general effect and artistic level of the exhibition have been more than sustained. "The Royal Academy Illustrated" is obtainable everywhere and offers generous value for the two shillings which it costs.

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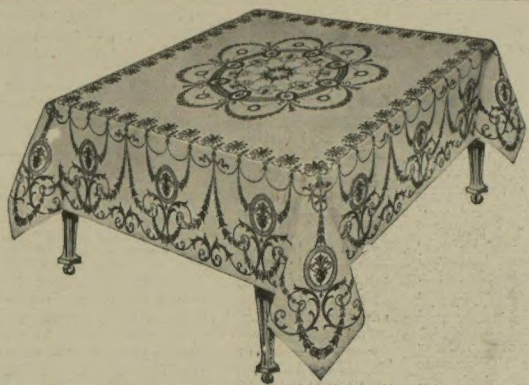
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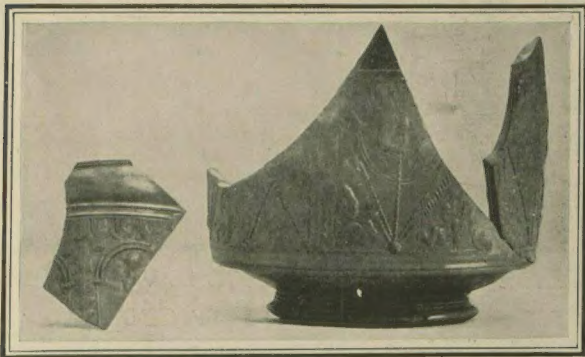
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## THE 1916 "NAVY LEAGUE ANNUAL."

THE unavoidable delay that has occurred in the publication of the "Navy League Annual" for 1916 (John Murray) is amply made up for by the completeness and value of the special statistical information, set forth in tabular form at the end of the volume, relating to the



FOUND ON THE SITE OF PHOENIX HOUSE, KING WILLIAM STREET: A RARE EXAMPLE OF ROMAN SAMIAN WARE.

Large quantities of Roman Samian ware (glazed red) were discovered in excavating the site of the Phoenix Assurance Co.'s new building. The photograph shows a rare fragment of a small cylindrical jar, by Masclus, a celebrated Roman potter.

enemy and neutral navies. What it is permissible to give in connection with the Allied navies is also satisfactorily dealt with. If unforeseen difficulties in the collection of the special statistics in regard to the enemy have been the cause of the delay, the facts and figures now presented are well worth waiting for. Mr. Robert Yerburgh, M.P., President of the Navy League, has edited the present issue—in the room of Captain Alan Burgoyne, the founder of the Annual and its editor heretofore, who is on active service—with assistance from two eminent and specially well-informed naval journalists, Messrs. Archibald Hurd and Gerard Fienes. Lord Sydenham of Combe contributes a chapter which can hardly be too widely read on "The Influence of the British Navy upon the Course of the War." Another very informing chapter, to which attention may usefully be drawn just now, is "The Collapse of German Naval Speculation," by Mr. Hector Bywater, a naval correspondent and critic resident in Berlin for some years and up to the outbreak of the war, who has had exceptional facilities for studying the German Navy and its administration behind the scenes. Specially valuable also at present are the chapters on "The French Navy in the War"

and "The Russian Navy in the War." The former, as it is stated, has been "prepared by direction of the French Naval War Staff," and the latter by an officer of the Russian Navy, who, it may be added, offers generous tribute to the services of the British submarine commanders in the Baltic. A very clear and succinctly written historical summary of the naval events of the war, each of the main

areas of fleet operations being given its own section, should prove useful for general reference. Yet another chapter of the Annual which may well attract attention is that on "America's New Armada." The writer's conclusions may be taken as a fair corrective to certain of the somewhat unbalanced statements on the subject of Mr. Josephus Daniels' mammoth programme which have gone the round of the Press. One feature, the much-appreciated war-ship drawings of Dr. Oscar Parkes, is missing from the present edition, owing to Dr. Parkes' absence on active service. A series of excellent and, as far as the Censorship can sanction, up-to-date photographs takes their place. Among these are representations of various special craft of novel design which made their first appearance at sea during the war. Particular

attention is paid to German submarines, and there is an interesting photograph of the latest German "super-Dreadnought" which was completing when the war broke out, the *Grosser Kurfürst*. A complete set of the battle despatches and communiqués issued by the Admiralty from the outbreak of the war to Jan. 1 of the present year is also included in the pages of the present issue, yet further rendering it a work of utility and authority for current naval affairs. If one may offer a suggestion, it would be helpful if an index to the Annual might be added in future issues.

A telegram received from Princess Bariatsky states that, by decree of the Emperor of Russia, the last shipment of clothing for refugees sent out from the Home Committee of the Great Britain

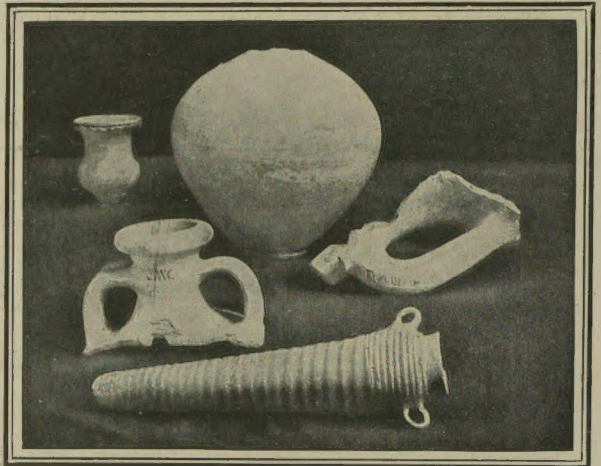
to Poland Fund has been exempted from duty amounting to over 9000 roubles. The saving is of the greatest value to the Deputation, who need every penny to cope with the distress. This gracious act of the Emperor is evidence of imperial and national goodwill towards Great Britain. It is one year since the Deputation opened in Warsaw the first feeding-point, and it has since organised twenty others, and distributed over 1,400,000 meals.

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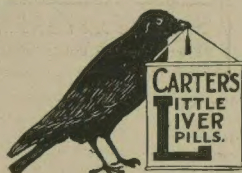
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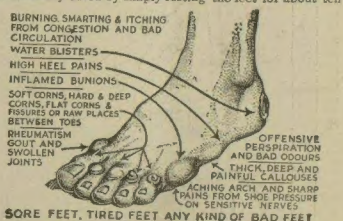
Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

**IS NOT A DYE.**  
Sold Everywhere.

**FOR SORE TIRED FEET, CORNS  
AND ALL FOOT TROUBLES.**

WHAT SOLDIERS DO WHEN FEET ACHE,  
BURN, SMART AND PERSPIRE.

Many readers of the *Illustrated London News* may be interested to know how I permanently cured the extremely painful foot troubles resulting from my first few days of route-marching. After numerous powders and ointments had only increased the torture I consulted my medical man, and he explained that corns, callouses, bunions and blisters are simply indications of injured tissues, but that there is really no need of enduring any form of foot misery for a single moment. They can all be instantly relieved and permanently cured by simply resting the feet for about ten



**SORE FEET, TIRED FEET ANY KIND OF BAD FEET**

minutes in a warm foot-bath containing a tablespoonful of ordinary Reudel Bath Saltrates. This softens even the worst corns so they come out root and all at the first touch, and all callous places, soreness and aching will quickly disappear. The feet being the farthest point from the heart to which the blood must be forced foot troubles are often due to shoe pressure and defective circulation in these extremities. By treating the feet as above directed, you will stimulate the blood-circulation, clear out sebaceous matter from the clogged pores, render the skin active, healthy and free from offensive odour or injurious effects of acid perspiration, and thus banish foot troubles for all time. All chemists keep Reudel Bath Saltrates ready put up in convenient packets, one of which will prove more than sufficient to permanently end all foot misery. A friend to whom I mentioned the saltrates even tried the treatment for chronic gout and rheumatism with astonishingly good results. Try it after coming in footsore from a long walk. You will feel like dancing with joy, and your new, tightest boots feel like the oldest pair you have.—H.G.C.

**IMPORTANT NOTE.**—Upon enquiry we find that although supplies of the above compound are limited, reasonable quantities can still be supplied from stock, and there has as yet been no advance in price. As in the case of all drugs, however, we are told that a sharp rise may be expected shortly, and it is therefore advisable to obtain a supply while it is still to be had easily and at every low cost.

**COMPLEXION PERFECTION**  
is merely a matter of using

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TOKALON**  
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The wonderful non-greasy French Toilet Cream.

NOTE.—Save the cartons and return to us. We then keep you supplied free with Pouffe Tokalon, the famous Parisian face powder that does not "show," rubs off, or clog the pores. "Lifts" the skin, and the cream, also packets of the powder in all shades, sent on receipt of three penny stamps.

**MAISON TOKALON (Dept. 60A)**

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**SOLD EVERYWHERE**

**1/3  
a pot**



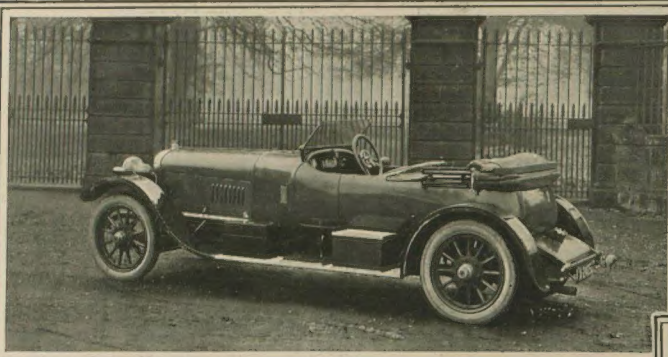
## THE CHRONICLE OF THE CAR.

**New Taxes.** It is rather amusing to read, in the journals supposedly issued in the interests of motoring, the comments upon the new taxes that the Chancellor of the Exchequer is to levy upon car-owners. I have yet to meet anybody pleased or willing

economical in the use of fuel. As if everyone who had a car were not doing their best to reduce their expenses at the present time. Pleasure-riding has been reduced simply to week-end health-rides. The business world, by mere routine, always tries to reduce any possible waste in this direction, so where is there room for further economies? Every car-owner in the country discovered a long time ago that he can only obtain one two-gallon tin per day from any dealer except his regular supplier, and that garage-keeper has cut down his petrol supplies from one third to one half of the pre-war consumption. The uselessness of making appeals without giving facts of actual shortage of supplies seems ridiculous, because, if a real curtailment is needed, the Committee have the power to make orders that will give them the

use their cars for (as the dealers know), and how much petrol they are supplying per week to each of them. This information could be obtained within three days, and the lever would be—no further supplies if not furnished within that time. The Committee could then deal through the petrol companies with the business and private users whom they supply direct and not through the retailers, and obtain the same information. That would give them the total consumption of petrol per week. They would know the amount of petrol imported into the country, and how much is available for the public weekly, so they could "cut the coat according to the cloth." *Verbum sap.*

**Sunbeam Racers.** Six-cylinder Sunbeam cars are hoping to be able to compete in America during the racing season of this year. With a bore of 80 mm. and a stroke of 156 mm.—nearly a two-to-one piston travel—these racing machines come into the 300-cubic inches capacity class, and should win further laurels for this splendid British motor firm. When I visited the Sunbeam works a fortnight ago I was struck with the particularly high finish of all their work, and especially in the lubrication-arrangement for the engines. Oil, and a goodly supply of it, is most necessary for high-speed work, so the Sunbeam supply a direct lubrication of all bearings



CERTAIN TO BE EXTREMELY POPULAR AFTER THE WAR: A SIX-CYLINDER SUNBEAM TOURING-CAR.

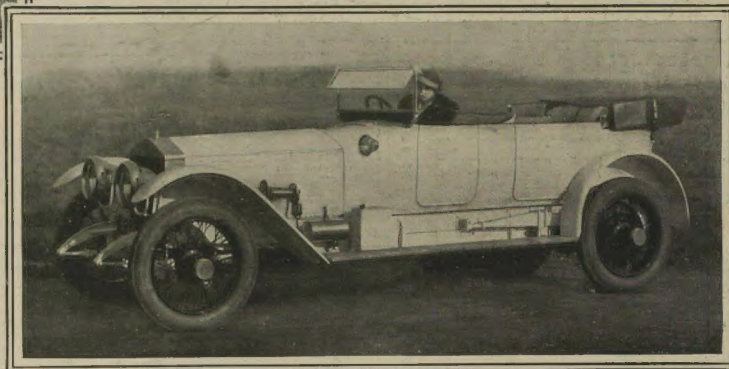
to pay a tax of any sort, and I hardly expect to do so. Yet these are times when all tax-payers in the country are more willing to pay what they can to the national money-box to enable the Government successfully to prosecute the war than ever they were before. Consequently, when I read in those newspapers that all the motoring organisations should formulate a united protest to Mr. McKenna, and in the same columns an alternative amendment to all the various propositions of the different organisations, I cannot help thinking that the Chancellor would do well to take no notice of any of them, and leave the taxes as originally formulated. After all that may be said, the money has to be found and paid in order to carry on the present urgent business of the Empire, and, grumble as we may, it is better to put a cheerful face on the matter. At any rate, the new taxes hurt owners of American cars more than anyone else, except those who have very big, powerful carriages. These latter motorists are in a better position to pay than the small-car user, but, if they feel they cannot afford it, the remedy lies in their own hands, by not using their cars.

**Petrol Supplies.** Another farce is the appeal to motorists by the Board of Trade Committee appointed to control the petrol supplies to be more

results needed. We are all of us more or less under discipline—and quasi-military discipline at that—so nobody would feel very much aggrieved if the Committee insisted on regulating the actual amount to be sold to every car-owner in the country. That is what they were appointed for, and to take action—not to issue appeals.

#### Action, Not Appeals.

The matter seems so simple to adjust. Practically all the sellers of petrol are members of the motor-trade organisations, and if they are not it would not matter. The Committee can issue to the dealers an order to furnish them with the names and addresses of their customers, what they



PECULIARLY SUITABLE FOR LADY DRIVERS: AN OPEN TOURING ROLLS-ROYCE.

So many ladies are driving cars nowadays that it is good to know that the Rolls-Royce is particularly suitable for them; this thanks to its reliability and the ease with which it can be handled in traffic.

under pressure. Like the last Grand Prix machines, double valves are fitted to each cylinder, and so there are two cam-shafts operating the double inlet and exhaust valves of each cylinder. Well, all British motorists will wish these racers success and good luck, especially yours truly,  
W. W.



Foreign tyres are unessential imports, yet British motorists are buying them at the rate of £3,500,000 a year. 'Verb. sap.'

M336.

## Now

while every penny is needed in the Country, it is a duty to fit British-made tyres, of which there is a plentiful supply. It will be a pleasure, too, if you fit

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